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of observations is occasioning the index to recede from the stop-frame, as already described; there must, therefore, be two stop-frames, one on each side of the index; and in preparing the instrument for use, that stop-frame which is not wanted must be slid along the arc, and secured at a sufficient distance from the index not to interfere with it.

## No. V.

## TILLER FOR A DISABLED RUDDER.

*The* SILVER ISIS MEDAL *was voted to* W. PRINGLE GREEN, *Esq., Lieutenant R. N., for his Tiller for a disabled Rudder; a Model of which is in the Society's Repository.*

IT appears that in naval actions ships are sometimes very seriously disabled by the upper part of the rudder in which the tiller is inserted being shot away. On the occurrence of such an accident, Lieutenant Green recommends the use of an iron yoke, as represented in Plate IX., figs. 10, 11.

This yoke is composed of the clip *n* bolted to the bars or levers *c c*, which latter are kept steady by the tie *q* (represented separately, fig. 12). The several parts of the yoke must, of course, be on board the vessel, and, for convenience of stowage, may be detached, as a very short time would suffice to put them together. *v v* are four chains by means of which the yoke is to be lowered, and is to be brought aft, so that the outer edge of the rudder shall enter between the arms of the clip *n*. At each end of the tie *q* is a shackle, shewn more distinctly in fig. 11, to which steering-ropes *s s* are attached: these being received into the stern-port on each side, allow the rudder to be moved in either direction, by pulling one rope and relaxing the other.

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## No. VI.

## OARS TO BE WORKED BY ONE HAND.

*The* LARGE SILVER MEDAL *was presented to* T. WILLIAMS, *Esq., Lieut. R.N., for his Oars to be worked by One Hand; a Model of which has been placed in the Society's Repository.*

*West Cowes, Isle of Wight,*
SIR, *Nov.* 21, 1828.

I HEREWITH transmit you a model of a pair of oars, or paddles, for the use of any one who has lost an arm, and which can be used with nearly the same facility as common oars by a man with two arms. The circumstance of having lost an arm close to the shoulder-joint has given me an opportunity of proving experimentally, during the last summer, at Cowes, the complete efficacy of my invention.

I should state, that there are many poor watermen at the different sea-ports who keep a boat for a living, and, from being themselves maimed, are compelled to have a man with them to row one of the oars or paddles: now